### Pay Car Making Its Rounds.

The first of the monthly pays since the ending of the strike has now been inaugurated, and the miners of the Delaware, Lackawanna and Western and Delaware and Hudson Railroad companies throughout the valley are being rejoiced by the approach of the pay car. The Lackawanna company began paying its men Saturday, when the miners at the Hyde Park and Archbald collieries received their

Yesterday the men at the Continental, Sloane and Hampton collieries were paid and today the paymaster will be afforded a hearty welcome at the Hallstead and Diamond mines. The Delaware and Hudson paid yesterday at the Marvine and Leggett's

Creek shafts. In all probability this will be one of the last of the monthly pays, for from present indications, most of the companies will begin the new year by inaugurating the semi-monthly method of paying the employes. As already noted in these columns, the Delaware and Hudson company last week posted notices at all the mines, announcing that on and after Jan. I. 1901, the semi-monthly system of pay-

ing would go into effect. The Delaware, Lackawanna and Western company's coal authorities are still considering the question, and now looks as though they, too, would be in line on New Year's Day, while several other of the larger coalhandling companies have already practically declared their willingness to grant the semi-monthly pays.

#### Additions to Plant.

Contractor E. S. Williams and his men are busy at work on the additions being built to the Suburban Electric Light company's plant, on North Washington avenue. The annexes to the building are two steel structures, one of which is 45 feet long by 62 feet wide, and the other 80 feet long by 53 wide. A considerable delay was caused in the work of construction, while waiting for the steel, but this arrived during the latter part of last week, and was immediately

It was secured from the American Bridge company, of Trenton, N. J., and consisted of a forty-two ton order. The entire work will be finished now in about a week, it is conjectured, and when done two very valuable annexes will have been made to the plant's engine and boiler rooms,

#### Superintendents' Orders.

An order has been issued from Hoboken by Superintendent Ketcham, of the Lackawanna, announcing that until further notice is given, all trains will reduce their speed to eight miles an hour while crossing Cone street, the first street east of the depot at Orange. This order is given because of the laying of a sewer under the tracks at this point.

Superintendent Dudgeon, of the Buffalo division, sends out a bulletin to the effect that passenger conductors are notified that the transfer service at Dansville has been discontinued and henceforth no bus transfers for that point are to be issued.

Another bulletin order by Superintendent Ketcham tells that the westbound main track over the Passaic river bridge, at Lyndhurst, has been abandoned, that the semaphore sigpensed with and switchtenders will be located at the crossovers at each end of trains. Until further notice, all trains will stop before crossing the bridge, and not proceed until the proper signal is given by the switch

Today's D., L. & W. Board. Today's D., L. and W. board is as

Sunday, Dec. 2.

WILD CAST, EAST,

6 p. m.—H. Doherty, 8,30 p. m.—M. Finnerty, 11 p. m.—P. Singer,

Tuesday, Dec. 4.

WILD CATS EAST. 12.30 a. m.—W. A. Bartholomew.
3 a. m.—J. Burkhart.
4 a. m.—A. H. Rowe, with Cavanaugh's men.
5 a. m.—G. T. Staples.
6 a. m.—F. Wall.

m .- Thomas McCarthy, with W. D. War-

S a. m.—Thomas McCarthy, tel's men.
9 a. m.—J. Hennigan.
10.30 a. m.—A. F. Ketcham.
11.30 a. m.—G. Hafferty.
1 p. m.—J. J. Duffy
2 p m.—F. F. Stevens.
3,45 p. m.—T. Fitzpatrick.
4,45 p. m.—M. J. Hennigan,

SUMMITS. 5 a. m., east—E. McAllister, 2 p. m., east—J. Mosier, 6 p. m., east—H. Gilligan,

6 p. m., cast—H. Gilligan.
7 p. m., cast from Nay Aug—F. Duffs
6 a. m., west—G. Frounfelker,
9 a. m., west—W. H. Nichols.
11 a. m., west—Carrigg.
7 p. m., west from Cayuga—McLane,
7 p. m., west from Cayuga—Gilleys,
PULLER.
10 a. m.—F. E. Sesor.

10 a. m.-F. E. Secor. PUSHERS.

6 a. m.—G. Houser. 11,30 a. m.—Moran. 7 p. m.—M. Murphy. 9 p. m.—H. Bisbing.

PASSENGER ENGINES 7 a. m.—Gaffney. 5.30 p. m.—Stanton. 7 p. m.—Magovern.

WILD CATS WEST.

WILD CATS WEST.

4 a. m.—John Gahagan.
4.30 a. m.—M. Carmody.
5 a. m.—G. Burt.
5.30 a. m.—E. M. Hallett,
6 a. m.—J. Gilligan.
7 a. m.—J. A. Bush.
8 a. m.—O. Case, with C. Bartholomew's men,
9 a. m.—H. J. Larkin.
10 a. m.—H. J. Larkin.
11 a. m.—J. Costello, with S. Carmody's men,
11 a. m.—J. J. O'Hara.
12 m., noon—J. H. McCana.
1 p. m.—G. W. Hill.
2 p. m.—W. Lalharr.
1 p. m.—G. H. Smith.
4 p. m.—R. Castner.
5 p. m.—F. Van Wormer,
6 p. m.—H. Smith.
7 p. m.—Haggery.
7,50 p. m.—C. Kingsley.
8 p. m.—J. E. Masters.

NOTICE.

Brakeman E. J. McCarthy will go out with M. Finnerty, 8.30 p. m., Fast, Dec. 3, in Brakeman Boucher's place.
Brakeman L. Bartholomew will go out on his own run next trip with C. Bartholomew.
Conductor P. Singer takes his own crew recent, y run by Conductor O. Case, on 11 p. m., Wild Cat East, Dec. 3.
Brakeman J.J. Lenahan will go out with Conductor H. Gilligan, 6 p. m., Summit East, Dec. 3. in place of Brakeman Thomas Conlay.

## Reports Exaggerated.

The report that the New York, Ontario and Western company was to soon commence double-tracking the line from Hancock to this city seems to have been much exaggerated. Superintendent R. B. Williams declared last night to a Tribune man that he was in ignorance of any contemplated double-tracking of such a distance. "We are at work, however," he said, "double-tracking the road from Jermyn to Mayfield. We are doing this day the ability to save the world de-

merely in order to extend the Mayfield yards.

"I have heard nothing of any intention to double-track the road from Hancock to here, and do not think any such idea is entertained by the com-

### No Settlement as Yet.

The statement made in one of the Sunday papers that the management of the Pennsylvania Central Brewing company would yesterday sign the union wage scale and thus unionize their plants, seems to have been a trifle premature. This much-talked-of, much-anticipated move was not made by the brewery people yesterday, but it is likely that before the week is over some action will have been taken in

A meeting of the executive committee will be held in a few days and Friday there will probably be a directors' meeting, at which it is very likely that definite action will be taken. The signing of the wage scale is being given serious consideration.

#### · This and That.

Master Car Builder L. T. Canfield, of the Lackawanna, was in Bingham ton vesterday.

An extra track is being laid in the Lackawanna yards, leading to the car shops.

Superintendent of Motive Power and Machinery T. S. Lloyd, of the Lackawanna, was in New York yesterday. Superintendent of Transportation J. M. Daly, of the Lackawanna, took a

flying business trip yesterday to Buf-Work was yesterday started at the Dickson Locomotive shops, on Cliff street, on the first of the order of six blg consolidated engines ordered by

the Grand Trank. Another "steamship" train passed through the city, on the Lackawanna, yesterday, for New York It was from thicago and carried over a hundred foreigners bound for Nw York and then to the old country, for the holfdays.

A bulletin has been posted at the Central Railroad of New Jersey's station, from Trainmaster English, of the Lehigh and Susquehanna division. It announces the filling of the vacant positions, which were bulletined Nov. 8 One conductor, two flagmen and several brakemen were appointed, seniority rights being observed in the choice of the men.

Work is being carried on briskly at the Delaware and Hudson railway station, and it is expected that by the first of the year, the fourth floor will be in readiness for occupancy. This part of the building was never finished off, and Contractor Schroeder has now his men at work to put it into readiness for use by members of the coal department and surveyors clerks, who are now crowded. scaffolding and block and tackle have been erected, and the materials for construction are being rapidly accumulated and stacked on the fourth floor of the building. Work on the walls and celling is the first thing which engages the builder's attention and it will take some time yet before they will be finished off.

# METHODISTS

### ON THE MOVE

(Concludede from Page 3,1

time, depending wholly on Dr. Pearce's paper for inspiration. In referring to the object of the Twentieth Century movement of winning two million souls to Christ, the speaker thought we should work just as hard for the salvation of sinners this coming year as in any other year. "I have serious doubt if such a thing is possible." he said, "but we may add to the number.

THE PRESENT NEED. "What we want," continued Rev Dresser, "is an old-fashioned inspira-tion of Methodism, and I feel disposed to get more souls soundly saved than in rolling up our membership. If every preacher and church member will do their part, we will win more than two million souls to Christ. There is a great necessity for this movement

which grows out of the church, and the necessity is in the condition of things. "The membership needs to be brought to their needs and worldltness dispelled from the church. It is wise to start such a movement, the times are ripe for it, the sentimen: prevails in the church, but it must be coupled with a spirit of denial and receiving. The cry now is 'Back to

Christ,' and the time is opportune for

saving souls. Rev. C. B. Henry, of Taylor, followed. He said: "This is an opportunity where something may be done for the Master. The secular world uses every opportunity to great advantage and why not the church? There are a great number in the churches who are not working up to the limit. We do not want to pile up the church membership merely, but must educate the people to believe that the giving unto the Lord is in

receiving of blessings. "We have been feeling rather down east of late, and there has been a lack of feeling, and we praise God for the opportunity which now presents it-self, and there will not be a piling up of records merely, but a piling up

of jewels in the Master's crown.' BORN OF THE HOLY SPIRIT. Rev. T. J. Vaughn, of Maple Grove said he believed the Twentieth Century movement was born of the Holy Spirit. "We need a movement of this kind," he said, "because we are facing new conditions in every walk of life. Christ made it possible that we should be co-workers with him, and as wickedness seems to be multiplying, and if we do anything to stop the tide, it must be by this forward movement. Satan is determined to draw people from the church, and why should we not draw them nearer to Christ. If a desire is created, men and women will

be stocking to Christ."

Rev. E. V. Armstrong, of Forty Fort, thought we ought to go back and ask ourselves what is the mission of the church, and the fact that people are lax is due to themselves. "If one of every fifteen Methodists would consecrate themselves to Christ," he said, what a power they would work in any community. No other power will be fruitful without Christ. The heathen are multiplying faster than Christians, and there is need of a for-

ward movement." Rev. C. E. Mogg, of Wilkes-Barre, was expected to present a paper on the subject, "Will the New Century Demand a New Methodism," but he was not present, and Rev. H. D. Smith, of Lehman, opened the discussion. He said: "No period of the church was more apostolic than the early history of Methodism. The men of that time were imbued with divine power for work that God called them to do. To-

pends upon the purity in the church. The style of preaching long ago was better adapted to soul-winning than

### CHANGED FOR WORSE.

"I believe it has been changed for the worse. It would be well to study the model of old time Methodism. Change are needed to meet the demands of our time, but don't put Methodism ahead to get right where we are wrong. It is not becoming of us to be held down in preaching the word of God as it in spires us, instead of being dictated to by the lalty.

"We have the numbers and the power to dictate anything we see fit along spiritual lines. May God bless us to be alive to the old and stand ready to forward the new movement." At this point the visiting brethren

were invited to participate in the dis-A. W. Hayes, D. D., of Binghamton, N. Y., was introduced Thorpe was the next speaker and said it does one good to face around once in a while and review the past and receive new inspirations. "The trouble with the machinery of the church," he said, "is the limit of time placed on the pastor to preach. I agree that the older Methodism had more inspiration than the present day methods, but what we want is to have the machinery we have anointed and put in motion, and by God's help we can hold our end up with anybody."

Dr. Giffin couldn't see anything the matter with the Methodism we have in the present day. "If it's wrong," he said, "we must right it, and incidentally get rid of a good deal of the hum-bug practiced in the churches. There are some things that could be trimmed off, but people still know of God, and we have good methods to teach them. "We will have the same people in the new century as the old, and I intend to keep on preaching the same sermons to them as I have in the past."

MR. LYMAN'S BELIEF. Rev. J. C. Lyman, of this city, was the last speaker of the afternoon, and he expressed the belief that the people should think more of a Christ to save sinners than anything else. The same methods need to be used today as of old, and Christians should be sent out to talk for Christ. "I believe we will win if we work," he said. The session was concluded with prayer by Rev. James Madison, and the benediction

by Bishop Ninde. A large audience greeted Dr. Haye last evening and listened attentively for an hour and a half to his address on "Five Historic Graves," which are those of John Wesley, Adam Clarke, Richard Watson, Joseph Benson and William Bradburn, all historical characters in the annals of Methodism. The "Lessons for the Twentieth Century," suggested by the speaker, were the urgent need of education along every line, the selection of godly men o fill positions of trust and honor, and the great dependence of the twentieth century on preaching the gospel.

"We have got to get in touch with the people," he said, "and go into the attic, cellar, office, shop and home and seek until you find. Personal efforts must be made to win souls; you cannot reach them by telephone or speak to them of God through a long distance trumpet, you must launch the life boat of salvation and gather them in one by one. We must economize time and opportunity and organize re ligious conviction and bring the people out of the fog in which they are now



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